

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): A method of monitoring and controlling a plurality of aircraft cabin systems using a user interface having a touch sensitive display and a plurality of input keys corresponding to the plurality of aircraft cabin systems, the method comprising:

monitoring a main menu that includes a first system image showing status information for a first system of the plurality of aircraft cabin systems, and a second system image showing status information for a second system of the plurality of aircraft cabin systems, wherein at least ~~one of the first and second system images~~ image is a spatial map of the aircraft cabin showing status information for the first system at different locations within the aircraft cabin;

activating one of said input keys corresponding to a first system of said plurality of aircraft cabin systems to display a first system graphical menu having status information and operating functions of said first system, wherein the first graphical menu can also be displayed by the user touching the first system image spatial map;

touching a touch sensitive input area of said first system graphical menu to perform at least one of selection and control of said operating functions of said first system;

activating another one of said input keys corresponding to a second system of said plurality of aircraft cabin systems to display a second system graphical menu having status information and operating functions of said second system, wherein the second graphical menu can also be displayed by the user touching the second system image;

touching a touch sensitive input area of said second system graphical menu to perform at least one of selection and control of said operating functions of said second system.

**Claim 2 (Previously Presented):** The method of claim 1, wherein the main menu simultaneously depicts essential information representing system status about at least said first and second systems, said main menu allowing the user to select a desired one of said first and second system menus from said main menu by touching the first or second system image.

**Claim 3 (Original):** The method of claim 1, further comprising determining a graphical menu displayed on said display by viewing a header line on the display that identifies which of said graphical menus that is being displayed.

**Claim 4 (Original):** The method of claim 1, wherein said plurality of aircraft cabin systems comprise at least two of: a cabin information system, a cabin audio system, a cabin video system, a cabin lighting system, a cabin air conditioning system, a cabin smoke detector system, an aircraft door monitoring system, and a water supply and wastewater system.

**Claim 5 (Original):** The method of claim 4, wherein said first system is said cabin audio system, said first system graphical menu is a cabin audio system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring, selecting and playing pre-recorded announcements of said cabin audio system using said audio system graphical menu.

**Claim 6 (Original):** The method of claim 5, further comprising activating said touch sensitive input buttons of the cabin audio system graphical menu to select a plurality of pre-recorded announcements to be queued and played in sequence by said audio system.

Claim 7 (Original): The method of claim 4, wherein said first system is said cabin audio system, said first system graphical menu is a cabin audio system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring and adjusting an on-board music channel of said cabin audio system using said audio system graphical menu.

Claim 8 (Original): The method of claim 4, wherein said first system is said cabin lighting system, said first system graphical menu is a cabin lighting system graphical menu including display indicators and touch sensitive input buttons, said method further comprising monitoring, selecting and adjusting said cabin lighting system of different areas in an aircraft cabin using said cabin lighting system graphical menu.

Claim 9 (Original): The method of claim 8, further comprising activating said touch sensitive input buttons to select one of three brightness levels of illumination by said cabin lighting system in cabin entry zones of said aircraft cabin.

Claim 10 (Original): The method of claim 1, wherein said first cabin system is said aircraft door monitoring system, said first system graphical menu is a cabin door monitoring system graphical menu including display indicators and input buttons, said method further comprising monitoring each door and hatch of the aircraft and determining a respective status thereof using said cabin door monitoring system graphical menu.

Claim 11 (Currently Amended): A method of monitoring and controlling a plurality of aircraft cabin systems using a user interface having a touch sensitive display and a plurality of input keys corresponding to the plurality of aircraft cabin systems, the method comprising:

monitoring a main menu on said display, said main menu depicting first and second system images showing essential information representing a system status of respective first and second systems of said plurality of aircraft cabin systems, wherein at least ~~one of~~ the first ~~and second~~ system images image is a spatial map of the aircraft cabin showing status information for the first system at different locations within the aircraft cabin;

activating one of said input keys corresponding to said first system to display a first system graphical menu having status information and operating functions of said first system, wherein the first graphical menu can also be displayed by the user touching the first system image spatial map;

touching a touch sensitive input area of said first system graphical menu to perform at least one of selection and control of said operating functions of said first system;

activating another one of said input keys corresponding to said second system to display a second system graphical menu having status information and operating functions of said second system, wherein the second graphical menu can also be displayed by the user touching the second system image;

touching a touch sensitive input area of said second system graphical menu to perform at least one of selection and control of said operating functions of said second system.

Claim 12 (Original): The method of claim 11, wherein said monitoring comprises monitoring a main menu that depicts essential information representing a system status of at

least two of: a cabin information system, a cabin audio system, a cabin video system, a cabin lighting system, a cabin air conditioning system, a cabin smoke detector system, an aircraft door monitoring system, and a water supply and wastewater system.

Claim 13 (Original): The method of claim 11, further comprising activating at least one of an area of said touch screen and one of said input keys while one of said graphical menus is displayed in order to return to said main menu.

Claim 14 (Original): The method of claim 11, further comprising activating at least one of an area of said touch screen and one of said input keys while one of said graphical menus is displayed in order to display a programming menu for programming an aircraft cabin system corresponding to said one of said graphical menus.

Claim 15 (Original): The method of claim 11 further comprising determining a graphical menu displayed on said display by viewing a header line on the display that identifies which of said graphical menus that is being displayed.

Claim 16 (Previously Presented): The method of Claim 1, wherein said main menu is a status menu including three or more system images each showing status information for a respective one of said cabin systems.

Claim 17 (Previously Presented): The method of Claim 11, wherein said main menu is a status menu including three or more system images each showing status information for a respective one of said cabin systems.

Claim 18 (Previously Presented): The method of Claim 1, wherein each of said first and second system graphical menus simultaneously displays a main menu touch sensitive input key and said plural touch sensitive keys, the method further comprising selecting a touch sensitive key of a system graphical menu to switch to a different system graphical menu, and selecting the main menu touch sensitive input key to switch to the main menu.

Claim 19 (Previously Presented): The method of Claim 11, wherein each of said first and second system graphical menus simultaneously displays a main menu touch sensitive input key and said plural touch sensitive keys, the method further comprising selecting a touch sensitive key of a system graphical menu to switch to a different system graphical menu, and selecting the main menu touch sensitive input key to switch to the main menu.

Claim 20 (New): The method of Claim 1, wherein:  
the second system image is another spatial map of the aircraft cabin showing status information for the second system at different locations within the aircraft cabin, and  
the second graphical menu can also be displayed by the user touching the second system image spatial map.